

Montana and the Sky



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MONTANA AERONAUTICS DIVISION

August 1990

MONTANA'S SENATORS VISIT SCHAFER WORK SESSION



Those who attended the Schafer Meadows work session this year were pleased and honored to have both of Montana's U.S. Senators drop in. Here Senator Max Baucus visits with an interested group of constituents.



Senator Conrad Burns hauls wood for the evening dinner fire.



Senator Baucus and Mike Strand check out the progress of lunch.



Sometimes a lot of opinions can be expressed and ideas exchanged in a relaxed, informal setting. Here Senator Burns listens to the views of a group of pilots. (See Administrator's Column.)

Administrator's Column

U.S. Senators Join Schafer Meadows Work Session. The volunteer Schafer Meadows airstrip workers were pleasantly surprised and honored to have both of Montana's U.S. Senators fly in to join them Saturday afternoon. Senator Baucus and Senator Burns arrived almost simultaneously and visited with the pilots and others who had flown into Schafer Meadows to help with the annual airstrip volunteer work session. Both Senators expressed their interest and support of the pilots in their continuing effort to keep the Schafer airstrip in a safe and usable condition for those many and diverse user facets of the wilderness. On behalf of all those volunteers at Schafer, I wish to express our gratitude to our Senators for your interest and for joining us.

Benchmark Pilot Campground Dedicated. In a dedication ceremony on August 1, 1990, the Benchmark pilots' campground was renamed the VAN DE RIET CAMPGROUND in memory of Ray Van De Riet who lost his battle to cancer last November before he could see the completion of the Benchmark pilots' campground - a project Ray spearheaded. The Montana Pilots Association Hangars in Helena and Great Falls, through the cooperation and assistance of the Montana Aeronautics Division and the U.S. Forest Service, embarked on the project two years ago. Ray was a member of the Helena Vigilante MPA Hangar and was instrumental in getting the project kicked off. The proposal to dedicate the campground in Ray's memory was presented to the U.S. Forest Service and gained their enthusiastic support. A sign was then painted and installed near the access gate to the campgrounds. The dedication ceremony was held after a big barbecue dinner with the Canadian Alberta Aviation Council folks who were at Benchmark on the first day of their 10-day air tour through Montana. Audrey Van De Riet, Ray's wife, unveiled the new sign before a large gathering of Van De Riet family and friends as well as new Canadian friends. We all miss Ray, and everyone who enters and uses the beautiful Van De Riet campground at Benchmark will think of him.

'91 Flight Safety Expo Goes to Kalispell. The 1991 Flight Safety Expo, commonly dubbed the Family Fun Fly-In, will be held at the Kalispell City Airport July 5 - 7, 1991. A decision was reached between the FAA and Montana and Idaho Aeronautics Divisions to hold the Expo at Kalispell City Airport after a selection committee traveled to Kalispell in May to inspect the airport facilities as well as food and lodging availability and convenience. A major factor in reaching our decision was the spirit of cooperation and desire of the Kalispell people to have us bring the Expo to their city. We met with many Kalispell people, including representatives of the fixed base operators, Chamber of Commerce, tourism, U.S. Forest Service, motels, airport management, and the MPA. The 1987 and 1988 Expos were held at the Yellowstone Airport, and the 1989 and 1990 Expos were held at the Coeur d'Alene Airport. We are excited about bringing the Expo back to Montana, and I'm confident that it will be the "best yet."

Canadian Insurance Required. In spite of considerable opposition from user groups, Canada passed a new law effective July 1, 1990, which requires liability insurance coverage on aircraft flying in Canada. The amount of coverage is based upon Maximum Takeoff Weight (MTOW). For aircraft with MTOW below 2,300 pounds, the liability coverage must be \$100,000; for MTOW of 2,300 - 5,000 pounds, coverage must be \$500,000; for MTOW of 5,000 - 12,500 pounds, coverage must be \$1 million; for MTOW of 12,500 - 75,000 pounds, the coverage must be \$2 million; and for MTOW of over 75,000 pounds, the coverage must be \$3 million. Aircraft over 5,000 pounds must have \$300,000 per seat liability coverage. The Canadian Owners and Pilots Association (COPA) has made a deal with Lloyd's of London for a blanket liability policy (for COPA members only) which will minimize the cost, which ranges from \$50 to \$300 per year depending on category. Although this coverage is rather inexpensive for an annual premium, it is costly for someone occasionally flying into Canada, especially when you consider that you must be a COPA member, which costs an additional \$30 annually. I hope that some insurance companies will sell trip insurance for U.S. aircraft

flying into Canada similar to the insurance available for aircraft flying into Mexico. If you now carry liability insurance, your coverage may already be good in Canada. If you wish more information, contact COPA, P.O. Box 734, Ottawa, Ontario, K1P 5S4, (613) 236-4901.

FAA to Propose Extension of "Bottle to Throttle" Time. Responding to a petition from Embry-Riddle Aeronautical University, the FAA may be coming out soon with a Notice of Proposed Rulemaking (NPRM) which would, if adopted, extend the eight (8) hour time rule prohibiting a pilot or crew member from operating an aircraft after consuming alcohol to twelve (12) hours.

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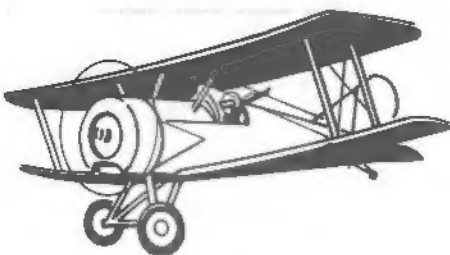
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ADMINISTRATOR'S COLUMN — CONTINUED

FCC Proposes to Allow Continued Use of Radios. In response to strong opposition to the FCC proposal to outlaw the older VHF communications radios which could not meet the frequency tolerances (arbitrarily set by the FCC), the FCC is now proposing that the estimated 93,000 affected radios be allowed to remain in use indefinitely. The original deadline of January 1, 1990, had been extended to January 1, 1992. However, all new VHF radios must meet the FCC frequency tolerance of 50 parts per million (ppm). Many aviation organizations, including the General Aviation Manufacturers Association, Aircraft Owners and Pilots Association, Experimental Aircraft Association, Helicopter Association International, and many privately responded in protest to the original proposal. This new proposal comes as a welcome and pleasant surprise to many. If you wish to comment on this proposal, and I urge you to do so prior to September 24, 1990, you should write to the Office of the Secretary, Federal Communications Commission, Washington, DC 20554, and refer to Docket Number 90-340; FCC 90-271.

Liability Insurance Bill Fails Again. Once more the Judiciary Committee successfully killed Sen. Nancy Kassebaum's (Kansas) product liability bill. We were optimistic that the bill would have a good chance of passage, as it had 82 cosponsors which almost assured passage if, and I repeat IF, the bill could only have been voted upon on the Senate floor. I feel that the major issue addressed in the bill was the 20-year limit on liability for a product manufactured. This defeat comes as a big disappointment to the aviation industry, as the demand for new general aviation aircraft cannot be met; and the manufacturers are reluctant to produce new small piston powered aircraft until the inequities with our present product liability have been resolved.



DON'T FORGET THE YELLOWSTONE FLY-IN!

Plans are going forward for the Labor Day weekend fly-in at the Yellowstone Airport, West Yellowstone. Flyers have been sent to Montana pilots and FBOs which include a registration form. While preregistration is not required, we strongly urge that you send in the form to facilitate food planning.

Prizes will be given for the oldest aircraft, the aircraft traveling the farthest distance, and the density altitude/theodolite fly-off.

Free camping is available on the airport. There will be no tiedown fees if you purchase fuel, and there is free off-ramp parking.

Register today and plan to join us in West Yellowstone September 1 - 3.

HASSKAMP HONORED DURING FLIGHT SAFETY EXPO



Fred Hasskamp is presented with the FAA's Meritorious Achievement Award by Fred Isaac, Regional Administrator, Northwest Mountain Region, FAA, during evening ceremonies at the Family Fly-In Flight Safety Expo held in Coeur d'Alene July 6 - 8. Fred was recognized for his dedication and contribution to air search and rescue activities in Montana.

CALENDAR

Aug. 23 - 26 - Big Sky Air Show, Billings.

Aug. 24 - AOM Board Meeting, Billings.

Sept. 1 - 3 - Fly-In at Yellowstone Airport, West Yellowstone.

Sept. 6 - 7 - Aeronautics Board Meeting, Yellowstone Airport, West Yellowstone.

Sept. 12 - FAA Sponsor/Consultant Seminar, Colonial Inn, Helena.

Sept. 13 - 14 - MAMA Fall Meeting, Colonial Inn, Helena

Sept. 21 - 23 - Mountain Search Pilot Clinic, Kalispell.

Oct. 5 - 7 - MFF Convention, Kalispell.

Feb. 15 - 17 - Flight Instructor Refresher Clinic, Helena.

Feb. 27 - March 2 - 1991 Montana Aviation Conference, Outlaw Inn, Kalispell.

MAMA TO HOLD FALL MEETING IN HELENA

The Montana Airport Management Association (MAMA) will hold its fall meeting Thursday and Friday, September 13 and 14, at the Colonial Inn in Helena.

The meeting will begin with registration at 8:00 a.m. on September 13. The schedule will include discussions of ways for airports to meet the FAA's Part 139 fire training regulations and round table discussions on various current aviation issues.

Luncheon on Thursday will feature a special speaker, and the meeting is scheduled to conclude by 11:00 a.m. on Friday, September 14.

There will be a social and dinner at Frontier Town on Thursday evening. Following the meeting, a golf tournament will be held on Friday afternoon at the Green Meadow Country Club.

It is not necessary to be a MAMA member to attend - in fact, the welcome mat is especially out to interested non-members.

Registration is only \$10, and rooms have been blocked at the Colonial Inn. For further information, contact Ron Mercer, manager of Helena Regional Airport, at 442-2821.

BENCHMARK PILOTS CAMPGROUND DEDICATED



Audrey Van De Riet, widow of Ray Van De Riet, prepares to unveil the sign at the pilots campground at Benchmark Airport dedicating the campground to Ray. At right is Dave Gates, state MPA president.



Ray and Audrey's son Jay poses in front of the dedication sign with his mother and Mike Ferguson, Aeronautics Division administrator.



Carol King (far right), Forestry Technician with the U.S. Forest Service, visits with Audrey and Carol Van De Riet, Jay's wife.



The credit for the initial idea to dedicate the campground to Ray Van De Riet goes to Greg Riffin, Great Falls (far left). Pictured with Greg are Dave Gates, Audrey Van De Riet, and Mike Ferguson.



A good share of the Van De Riet clan attended the dedication and here gather in front of the sign.



A CARD OF THANKS...

The members of the Van De Riet family would like to express their great appreciation to those pilots and friends who arranged the dedication to Ray at the campground of the Benchmark Airstrip. It makes the family so very proud, and your thoughtfulness is overwhelming.

We know many, many people will enjoy this Van De Riet campground - Ray's family certainly will.

Our many thanks
From the entire
Ray Van De Riet Family



SCHAFFER MEADOWS WORK SESSION — JULY 21 - 22, 1990



Fence post peeling is an annual job, here being handled by Greg Riffin, Great Falls; Don Ross, Kallispell; and Fred King, Eureka.



Replacing the windsock are Herb Sammons, Steve Burney, and Leif Torgerson, all from Cut Bank.



John Maxness, Glasgow, and Jim Ellis, Great Falls, set a fence post.



Also part of the post peeling brigade is Bob McCue, Missoula. All the work in Schaffer must be done by hand as no power tools or equipment are allowed in the wilderness.



Lanny Hanson, Glasgow, works with John Maxness to set a post.



Pressed into service as part of the "kitchen crew," Dennis Rehberg (left), Billings, serves corn. He is a former Montana state representative who is now a member of Senator Burns' staff.



An air mattress in the shade is irresistible to Norm Eberhardt, Cut Bank.



After a hard day, even a pile of logs can make a good place to rest and listen to campfire tales.



You'll find almost any kind of musical instrument at a fly-in. Here Norm Eberhardt, Dave Gates, and Herb Sammons serenade the campfire tenders.

POWER FENCING — A LOW COST WAY TO CONTROL DEER ON THE AOA

By: Norm Feck, Manager
Sheridan County Airport, Wyoming

Sheridan County Airport in Sheridan, Wyoming, has experienced a long history of problems with encroachment of deer onto the Airport Operations Area. Dealing with the problem has involved: conducting runway checks throughout the day; attempting to drive the deer away with vehicles or on foot; shooting explosive devices at the deer; and, on occasion, removing deer through special kill permits issued and supervised by the Wyoming Game and Fish Department.

In October 1987, an Aspen Airways Convaair 580 struck a deer on takeoff causing extensive damage to one of the props. It was apparent that a permanent solution to the deer problem would have to be found. Then in November 1987, FAR Part 139 was issued that required airport operators to have procedures to eliminate wildlife hazards on the airport.

After reviewing all available alternatives for a fencing system, an electric or power fence was selected. Obvious benefits were a substantial cost savings over conventional chain link or woven wire fence.

At the time this project was being considered, there were only two other airports that had installed power fences. These were both located in the eastern United States, one at Chuck Yeager Airport in Charleston, West Virginia, and one at Raleigh Durham Airport in Raleigh, North Carolina.

The design at Sheridan County Airport consists of an 8 ft. high, 15 wire fence using 12 1/2 ga., 200,000 psi tensile strength wire. Electrical power to the fence system is provided through a battery powered, Gallager/Snell energizer with a 30 watt solar panel. Total fence length is 13,000 feet, which is split into two zones with a separate energizer for each. Work was completed and the fence energized in October 1988. Since that time the airport has experienced excellent results with controlling deer on the AOA.

A critical component to the success of any power fence is a good maintenance program. Airport personnel must be committed to an inspection program at regular intervals. This should include voltage checks, controlling vegetation with a sterilization and mowing program, and periodically conducting visual

inspections for the entire fence. It is critical that electrical power to the fence not be allowed to go down for any extended period of time. Repairs must be made immediately.

Preventive maintenance at Sheridan County Airport includes checking voltages once a week and manually activating a visual alarm system that signifies low voltage once every two weeks. If low voltage is indicated, the entire fence is inspected, problems isolated, and repairs made immediately. During the 1 1/2 years that the fence has been operational at Sheridan, results have been excellent with minimal maintenance.

In summary, power fence systems are considered to be a good, low cost alternative way to control deer on your AOA. The systems are not maintenance free; but with a good design and a scheduled maintenance program, the efforts can be kept to a minimum.

YELLOWSTONE AIRPORT SECURITY LIGHTS REPLACED

By: Jerry Burrows, Chief
Airport/Airways Bureau

The 25-year-old underground aluminum wiring that feeds five of our security lights on the Yellowstone Airport was replaced recently with heavier copper wire. Age, burrowing animals, and activity during the 1988 Yellowstone Park fires all contributed to the problem.

The new wiring in conduit, new bulbs, and photocells have brightened the area considerably.

Repairs and improvements are constantly being accomplished to keep the Yellowstone Airport as one of the most scenic, functional, and user friendly airports in the northwest.

With Darren Kaighn helping, Mike Rogan operates the trencher for the new underground power supply at Yellowstone Airport. Darren is the Firefighter Supervisor at the Airport; Mike is an Aviation Representative working out of Helena.

KARRIE GOES TO CAMP...



Karrie Smith, Helena, poses with Chuck Larsen, director of the EAA Air Academy in Oshkosh, Wisconsin. Karrie won trip to the Academy through the Aeronautics Division's Aviation Awareness Poster Contest. Tuition was provided through the Division's scholarship fund along with donations from Montana's aviation community. Her free round-trip airline ticket was provided by Northwest Airlines.



Mike Ferguson was able to attend Karrie's graduation from the Academy. Here she poses with Ferguson (right) and Bob Warner, executive vice president of the National Association of State Aviation Officials.



FLIGHT SAFETY EXPO HELD IN COEUR D'ALENE



Participants gather around the FAA's Vertigon.



Fred Hasskamp, Montana Aeronautics Division, conducted a density altitude clinic. Ray Glidden, Idaho Aeronautics, helped with the theodolite field work as part of the density altitude training.



The crowd listens to the evening program from the grass at Farragut State Park. In front is Wally Taylor, Washington Pilots Association.



Joan Gentry, representing the Glacier Country Tourism Council in Kalispell, attended the Expo with a booth inviting participants to attend the 1991 Expo in Kalispell.



Bob Cothorn of the AOPA Air Safety Foundation conducts a class in a hangar.



Jim Cooney (left), Accident Prevention Specialist with the Helena FSDO, awards Dr. Ted Beck, Helena, a prize he won in a drawing at the Expo.

SEARCH CLINIC TO BE HELD IN KALISPELL

The 1990 Mountain Search Pilot Clinic will be held in Kalispell September 21 - 23. Flyers and registration applications have been mailed.

Thirty applicants will be chosen to attend the Clinic which is open to those registered volunteer mountain search pilots. Those who attended the Clinic during the years 1979 - 1988 are also eligible for selection for refresher training.

The Clinic begins at 7:00 p.m. on September 21 and concludes late Sunday afternoon, September 23. There is a \$25 registration fee.

Call the Aeronautics Division at 444-2506 if you are interested and did not receive an application form.

HELENA ADO TO CONDUCT SEMINAR

The Helena Airports District Office of the FAA is planning a sponsor/consultant seminar at the Colonial Inn in Helena on September 12 beginning at 8:00 a.m. The seminar is being offered in conjunction with the fall meeting of the Montana Airport Management Association.

Presentations at the seminar will be offered by the Helena ADO staff on various aviation related subjects. A formal agenda will be issued in September.

Notifications have been sent out to consultants, sponsors, etc. If you did not receive an invitation, please contact the Helena ADO at 449-5271.

YELLOWSTONE AIRPORT FBO



Yellowstone Aviation offers Exxon 100 octane and jet fuel, scenic flights over Yellowstone Park, taxi service to town, and other minor services at Yellowstone Airport. (No repairs.) Pictured above are (from left) R.J. Moulton, owner/manager; Paul Amdahl, and Brad Ballard.

AN UPDATE ON THE PAN AM WEATHER SYSTEM

By: Redge Meierhenry
Aviation Representative

The Montana Aeronautics Division is nearing the end of our 90-day demonstration program for the Pan Am WeatherMation System. The results of this program have astounded even us.

The goals of the program were to: 1) determine quality and timeliness of weather briefing information; 2) gauge system acceptance and usage; and 3) validate the idea that WeatherMation can supplement Flight Service Stations.

So far, we have been impressed - so much so that Montana Aeronautics is determined to ensure that this kind of technology is made a permanent part of Montana aviation.

Those of you who have not dropped in at the old terminal building on the Helena Airport or used your PC to call up WeatherMation may judge the success of its introduc-

tion by the following:

1. Aeronautics has received many, many favorable comments regarding the system and all express hope for its continued operation. These letters all come from pilots, but they represent diverse occupational backgrounds, such as attorneys, physicians, medivac pilots, and even FAA personnel.

2. System usage has averaged 290 calls per week over the 90-day demonstration period, which is considered very good usage.

3. Quality of briefing information seems to be excellent and, indeed, should be. All National Weather Service and FAA data comes direct to Pan Am which is then uplinked to a satellite and then downlinked to the system units.

Since the program goals have been met, Montana Aeronautics has decided to pursue WeatherMation's permanent presence in Montana. To make this a reality, we must

find airport cosponsors who will take an active interest and help share in the expense. This we are pursuing with all vigor and will report to you in the next newsletter.

According to our recently created plans, our hopes are to have the required funding and cosponsor support to have two WeatherMation machines operational for calendar year 1990. Again, we will keep you informed of progress in this area. In the meantime, please continue to use the 800 number to dial up the WeatherMation unit in Helena for your briefings. There should be no change in this service until next month's newsletter.

2,000 copies of this public document were published at an estimated cost of \$.42 per copy for a total cost of \$837, which includes \$632 for printing and \$205 for distribution.

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NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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